

COUNTRY

Rumania

TOPIC

Brasov Airfield

25X1

INTELLOPAX 14

DATE PREPARED 27 February 1952

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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1. The airfield located on the northern outskirts of Brasov, east of the road to San Petru, has been occupied since 1945. The field covered an area of 1.5 x 1 km and had a grass cover. Taxiways or runways were not available. Six hangars, each about 50 x 30 meters, were observed at the northern edge of the installation. A large block of permanent buildings was north of the hangars; other buildings with a water tower in its middle and surrounded by trees was northwest of the field. Many Rumanian Air Force soldiers were continually seen on the road between the billets and the airfield. The Sovrom Tractor Plant bordering on the installation was an aircraft plant before the war. (1)

2. Prior to October 1951, aircraft stationed at the field included about 10 double-seater IAR-80 type biplanes, an obsolete type aircraft built at the former aircraft plant in Brasov; 4 twin-engine Po-111s equipped with two in-line engines and fitted with single rudder assembly and a full view cockpit; about 10 single-engine, single-seater IAR-81 type fighters, which were also built in Brasov. The plane is fitted with a 16-cylinder V-engine, a two-bladed metal propeller, wings with rounded tips, single rudder assembly and landing gear retracting inward. All the aircraft had the Rumanian national colors red-yellow-blue on their wing tips and rudder assembly. In addition to these aircraft about 20 Soviet two-seater biplanes and about 10 Soviet single-seater fighters were also observed at the field. The fighters, low-wing monoplanes with rounded wing tips, were equipped with radial engines, two-bladed propellers and landing gears retracting inward. The Soviet planes had a red star painted on the wings and the rudder assembly. Throughout the reported period flying observed at Brasov followed a uniform pattern. The biplanes circled over the field and practiced flying in formations of 2 or 3. The fighters flew individually or in formations of up to five planes and also practiced aerobatics and firing at towed air sleeves. Occasionally the twin-engine aircraft were observed flying individually. [] could not clearly determine whether the aircraft seen aloft were Rumanian or Soviet types. Most of the air force personnel stationed at the field were Rumanians. However, a small number of Soviet Air Force personnel, mostly officers were also stationed there. It appeared that the Russians were billeted in Brasov itself, because Soviet flying personnel

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were frequently observed in buses or in trucks either proceeding to the field or coming from it. The airfield was guarded by Rumanian soldiers. (2)

3. The engines of the aircraft located at the field were overhauled in repair hangars. However, [redacted] aircraft engines were trucked from the field to the Sovrom Tractor Plant where they were tested at a test stand. These engines were either liquid cooled 16-cylinder V-engines with suspended cylinders, or air cooled double-row radial engines with 14 cylinders. [redacted] 25X1 [redacted] these engines were manufactured at the plant prior to its conversion to the manufacture of tractors. (3)

4. In the fall of 1950, four AAA positions were established around the field and the neighboring tractor plants. Each position had 4 AA guns and 2 anti-aircraft machine guns besides a searchlight. The crews of the guns were quartered in wooden structures built into the ground near the individual positions. EM and officers of the AAA unit wore olive-drab uniforms of the same type as worn by Rumanian army units. On their epaulets they wore a silver badge representing a flaming ball. No vehicles were observed in the vicinity of these AAA positions. Occasionally practices with searchlights were held with up to seven searchlights in operation simultaneously. Aircraft were never observed in connection with these exercises. In October 1951, the AAA positions were still occupied. (4)

5. Rumanian Air Force officers wore caps with a black visor, a black chin strap and a light blue band with a silver or gold-bordered red-yellow-blue cockade. The blouse was light blue, closed at the neck and provided with pockets. Light-blue epaulets were worn. The blouse had no pipings and color patches and no cuffs. The long trousers which had neither stripes or pipings were also light blue. Rank insignia were the same as in the army. Most of the officers wore a metal badge that looked like an eagle with spread wings on their left breast pockets. Depending on their rank, the air force officers wore lateral brass bars and golden stars or one to three golden stars without bars. Air force NCOs and EM wore light blue field caps with cockades, blouses and trousers similar to those worn by air force officers and rank insignia of the same type as in the army. NCOs and EM wore one to three lateral breast bars on their light blue epaulets depending on their rank. (5)

6. A glider school was located on a hill northeast of San Petru. A hangar and three low wooden buildings were observed on the western slope of this hill. The meadows extending between the hill and San Petru, which cover an area of about 3 x 1 1/2 km, were used as a landing field by the gliders. The school was equipped with several gliders of different types. Twelve gliders were once observed in the air simultaneously. The gliders took off from the slope with the help of winches or were towed by biplanes. It was rumored among the local population that the Rumanian youth trained at the glider school would be trained with powered aircraft in Chimbav (R 35/X 28) and then assigned to the Rumanian Air Force. The trainees at the glider school were from 18 to 20 years old. Military personnel were not observed there. (6)

Comments.

- (1) The information on the location and status of Brasov airfield agrees with previous information and thus appears credible. For sketch of the field, see Annex.
- (2) According to available information, the 3d composite Squadron of the Rumanian Air Force is located at the field. The number and types of aircraft reportedly observed by the source of the present report support this assumption. It is possible that a pilot school is attached to this squadron. [redacted] 25X1 [redacted]

[redacted] It is believed that the Russians are assigned training missions at the field. The presence in Brasov of a Soviet tactical air unit is improbable but not impossible as the Sovrom Tractor Plant is located there. The sentries observed at the field probably were AAA soldiers.

- (3) It is probable that aircraft engines are repaired in a section of the Sovrom Tractor Plant. According to press reports the Rumanian IAR-611 trainer is being built in this plant.

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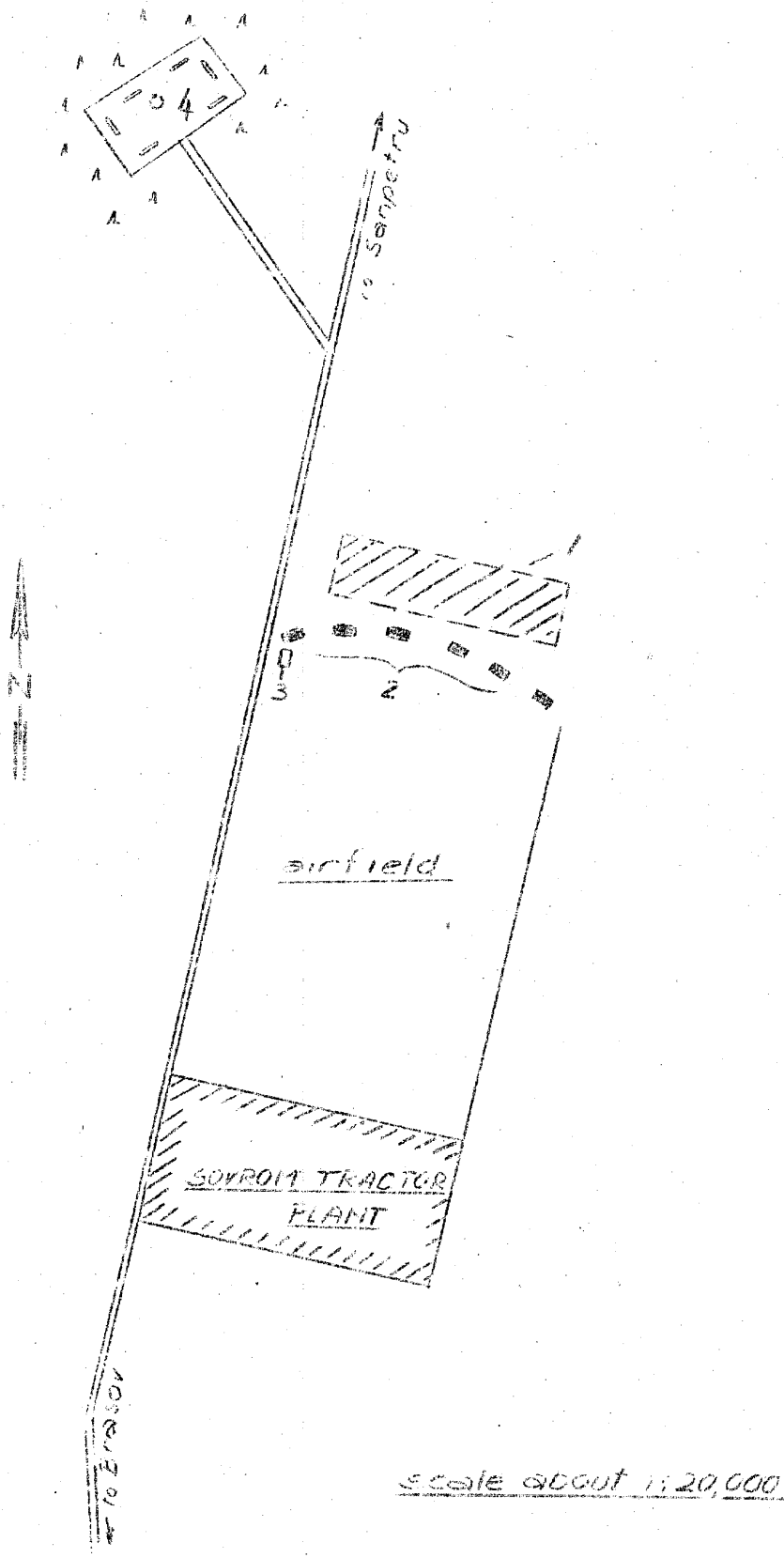
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- (4) The AAA positions reportedly established around Brasov airfield and the Sovrom Tractor Plant would support the assumption that aircraft are also being manufactured at this plant.
- (5) The information on Rumanian Air Force uniforms can not be verified but appears credible.
- (6) The existence of a glider school in San Petru was previously reported. It is not known whether this installation is in direct connection with Brasov airfield. The utilization of Chimbav airfield for preliminary training in conventional aircraft appears to be correct, since it was reported that a civil pilot school was located there.

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Brasov Airfield.

Legend:

- 1 Block of permanent buildings
- 2 Six hangars
- 3 Filling station
- 4 Billiting area with water tower